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ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT HEALTH AUTHORITY

1955



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REPORT

by the

Medical Officer of Health

to the

CHAIRMAN AND MEMBERS OF THE
PORT HEALTH AUTHORITY.

I have pleasure in presenting my report on the work of the Authority for the year 1955, in accordance with Article 17 (5) of the Sanitary Officers (Outside London) Regulations, 1935 and 1951.

The report is presented in the form desired by the Minister of Health, and the statistical information is arranged in the form and sequence indicated in Circular 16/55 of the Ministry, dated 18th October, 1955, and Form Port 20.

There has been a progressive increase in the number of tankers arriving in the Queen Elizabeth II Dock. Following complaints from residents living in close proximity to the dock regarding the excessive emission of smoke from certain of these vessels, it was decided that your inspector at the Eastham end of the Canal should spend all possible time in the vicinity of the dock in an endeavour to prevent any such nuisance arising. A meeting with officials of the Borough of Bebington resulted in arrangements being made for their inspectors also to make observations, as the smoke nuisance was affecting premises in their district. I should like to take this opportunity of expressing my thanks to the Harbour Master and Police Department of the Manchester Ship Canal Company at Eastham for their assistance given in this matter. Following the Authority's decision to appoint an additional inspector to deal with vessels in the Eastham area, it is hoped that further complaints regarding smoke nuisance will be obviated.

Insecticidal lacquer continued to be used on an ever increasing scale especially on British vessels; results have proved most satisfactory.

My thanks are due to the Medical Director of No. 2 Mass Radiography Unit, Manchester, for the facilities he was able to provide for the examination of seamen to take place when required.

During the year 40 samples of Chinese frozen egg albumen and six samples of Chinese dried egg were forwarded for bacteriological examination. A salmonella organism was isolated from one of the latter samples. The case from which the sample was taken was seized as unfit for human consumption.

The sudden death of your Chairman, Alderman Larrad, on 22nd December, 1955, was a great loss to the Authority. He represented the Authority on the Association of Sea & Air Port Health Authorities and his keen interest in the work of the Authority will be sadly missed.

I refer also with deep regret to the death of Dr. E. H. Walker on 18th August, 1955, after such a short period of retirement. It was my good fortune to know him well and his successful efforts in furthering the work of the Authority. Conscientious, gentle and quiet as he was, he is gratefully remembered by his many friends and colleagues.

I have the honour to be,

Your obedient servant,

CHARLES METCALFE BROWN,

Medical Officer of Health.

Port Health Office,
168 Trafford Road,
Salford 5.

Members of the Port Health Authority

The membership of the Authority for the year was as follows:—

Alderman T. M. LARRAD, J.P. <i>(Chairman)</i> <i>(died 22nd December, 1955)</i> Alderman J. E. FITZSIMONS, J.P. Councillor J. BOWES Councillor B. S. LANGTON	}	Authority represented :	
		County Borough of Manchester.	
Alderman J. BRENTNALL, J.P. Alderman S. W. DAVIS Alderman G. H. GOULDEN, J.P. Alderman Miss M. C. WHITEHEAD		}	County Borough of Salford.
Councillor Dr. A. W. DAVISON, J.P.		Borough of Stretford.	
Councillor A. A. J. TRIPPIER <i>(Deputy Chairman)</i>	}	Borough of Eccles. Irlam U.D.C. Urmston U.D.C.	
Councillor J. HUNT	}	Lymm U.D.C. Runcorn R.D.C. Runcorn U.D.C. Bucklow R.D.C.	
Councillor D. H. BREW, J.P.			Warrington C.B. and R.D.C.
Alderman P. HANLEY	}	Borough of Widnes. Borough of Bebington. Borough of Ellesmere Port.	

SECTION I : Staff.

TABLE A.

<i>Name of Officer</i>	<i>Nature of Appointment</i>	<i>Date of Appointment</i>	<i>Qualifications</i>	<i>Any other Appointment held</i>
J. B. D. Haynes	Clerk to the Authority	June, 1950.	Solicitor	Coroner and Practising Solicitor.
Dr. C. Metcalfe Brown	Medical Officer of Health	8th May, 1954.	M.D., D.P.H., Barrister-at-Law	Medical Officer of Health. City of Manchester.
Dr. A. M. M. Grierson	Deputy Medical Officer of Health	31st May, 1954.	O.B.E., M.D., D.P.H., F.R.S.E.	Deputy Medical Officer of Health, City of Manchester.
Dr. B. J. Griffiths	Medical Officer	31st May, 1954.	B.Sc., M.R.C.S., L.R.C.P., D.P.H.	Senior Medical Officer—Administrative, City of Manchester.
Dr. I. G. Taylor	Medical Officer	31st May, 1954.	M.B., Ch.B., D.P.H.	Deputy Senior Medical Officer (School Health), City of Manchester.
W. H. Jennings	Food Inspector	October, 1946.	Cert. R.S.I. Meat & Other Foods Cert.	
T. Borrowes	Food Inspector	June, 1947.	Cert. R.S.I. Meat & Other Foods Cert. Cert. Meat & Food Inspection (Liverpool University—School of Hygiene) Cert. (Intermediate) in Municipal Administration	
G. E. Stanley	Sanitary Inspector	October, 1946.	Cert. R.S.I. Meat & Other Foods Cert. Master Mariner	
N. M. Sampson	Sanitary Inspector	November, 1948	Cert. R.S.I.	
E. J. Franklin	Sanitary Inspector	September, 1952	Cert. R.S.I.	
T. A. Buckley	Senior Clerk	November, 1940	Cert. R.S.I.	
A. B. Hewitt	Junior Clerk	September, 1952 (serving in H.M. Forces from 6/1/55)		
A. D. Clowes	Junior Clerk	February, 1955		
R. C. Ashton	Motor Launch Engineer	December, 1922		
V. Kendal	Rodent Operative	December, 1948		

Address and Telephone No. of the Medical Officer of Health : 168 Trafford Road, Salford 5. (TRAfford Park 1714).

Branch office : 14 Victoria Road, Runcorn. (Telephone Runcorn 2919).

SECTION II : Amount of shipping entering the district during the year.

TABLE B.

Ships from	Number	Tonnage	Number inspected:		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspectors	
Foreign ports	2,260	6,359,900	52*	1,747	11
Coastwise	2,818	1,938,488	1	330	—
Total	5,078	8,298,388	53	2,077	11

* Visited by Boarding Medical Officers, Liverpool Port Health Authority, in R. Mersey.
 "Foreign" excludes ports in the Irish Republic.

SECTION III : Character of shipping and trade during the year.

TABLE C.

Passenger traffic :

Number of passengers INWARDS : 731.

Number of passengers OUTWARDS : 848.

Cargo traffic :

Principal IMPORTS :

Aluminium, asbestos, beer and stout, chemicals, coal and coke, copper, cotton, flour, meal &c., foodstuffs, general cargo, grain, iron manufactured, ores, oil and petroleum, paper, phosphates, cotton waste, sand and gravel, starch, farina &c., spelter and lead, stone &c., sulphur, tanning materials, tea, timber, wood-pulp and wool.

Principal EXPORTS :

Chemicals, coal and coke, cotton waste &c., creosote, foodstuffs, general cargo, glass, iron, machinery, petroleum, pitch, salt, textiles, vehicles.

Total traffic, 1955 : 18,563,376 tons.

Total traffic, 1954 : 16,359,612 tons.

PRINCIPAL PORTS FROM WHICH SHIPS ARRIVE :

Antarctic	...	...	...	...	Whaling grounds.
Argentina	...	...	...	...	Bahia Blanca, Buenos Aires and Rosario.
Australia	...	...	...	...	Adelaide, Brisbane, Fremantle, Melbourne, Port Pirie and Sydney.
Belgium	...	...	...	...	Antwerp and Ghent.
Brazil	...	...	...	...	Porto Alegre, Rio de Janeiro, Rio Grande and Santos.
Canada	...	...	...	...	East and West Coast and Great Lakes ports.
Channel Isles	...	...	...	...	Guernsey.
Ceylon	...	...	...	...	Colombo.
Cyprus	...	...	...	...	Famagusta, Limassol and Morphou Bay.
Denmark	...	...	...	...	Aalborg, Aarhus, Copenhagen, Esbjerg, Frederikshavn and Odense.
East Africa	...	...	...	...	Beira, Lourenco Marques and Mombasa.
Egypt	...	...	...	...	Alexandria, Port Said, Port Sudan and Suez.
Eire	...	...	...	...	Arklow, Cork, Drogheda, Dublin, Dundalk, Limerick, Wexford and Wicklow.
Finland	...	...	...	...	Abo, Hamina, Hango, Helsingfors, Kotka, Lovisa and Raumo.
France	...	...	...	...	Bayonne, Bordeaux, Dunkirk, La Pallice, Le Havre, Sete, Nantes, Paris, Rouen and Treport.
Germany	...	...	...	...	Bremen and Hamburg.
Greece	...	...	...	...	Patras, Piraeus, Salonica and Volo.
Holland	...	...	...	...	Amsterdam, Terneuzen and Rotterdam.
Iceland	...	...	...	...	Reykjavik.
India	...	...	...	...	Bombay, Calcutta, Cochin and Vizagapatam.
Indonesia	...	...	...	...	Balik Papan.
Israel	...	...	...	...	Haifa, Jaffa and Tel-Aviv.
Italy	...	...	...	...	Genoa, Palermo, Ponza, Messina, Savona and Trieste.
Lebanon	...	...	...	...	Beyrout, Sidon, Tripoli and Zaharani.
Malaya	...	...	...	...	Singapore.
Netherlands West Indies	...	...	...	...	Aruba and Curacao.
North Africa	...	...	...	...	Algiers, Bona, Oran, Ceuta, Casablanca, La Goulette, Melilla and Tunis.
Norway	...	...	...	...	Arendal, Bergen, Christiansand, Drammen, Frederikstad, Halden, Larvik, Narvik, Oslo, Porsgrunn, Risor, Sarpsborg, Skien, Stavanger, Tofte and Trondhjem.
Pakistan	...	...	...	...	Chittagong and Karachi.
Persian Gulf	...	...	...	...	Kuwait, Mena al Ahmadi and Umm Said.

Principal ports from which ships arrive—*continued*.

Peru	...	...	...	...	Cabo Blanco, Callao and Lobitos.
Poland	...	...	...	...	Gdansk (Danzig) and Gdynia.
Portugal	...	...	...	...	Leixoes, Lisbon and Oporto.
Russia	...	...	...	...	Archangel and Leningrad.
South Africa	...	...	...	...	Capetown, Durban, East London and Port Elizabeth.
Spain	...	...	...	...	Almeria, Bilbao and Valencia.
Sweden...	...	...	...	...	Gefle, Gothenburg, Halmstad, Helsingborg, Hernosand, Holmsund, Kalmar, Karlsborg, Karlskrona, Lake Vener, Lulea, Norrkoping, Stockholm, Sundsvall and Uddevalla.
Syria	...	...	...	...	Lattakia.
Trinidad	...	...	...	...	Port of Spain.
Turkey	...	...	...	...	Iskenderun, Istanbul and Izmir.
United Kingdom	...	...	...	...	Avonmouth, Belfast, Coleraine, Douglas, Fawley, Glasgow, Heysham, Kinlochleven, Larne, Liverpool, London, Londonderry, Lochaline, Par, Penmaenmawr, Ramsey, and South Wales ports.
United States of America	...	...	...	...	Atlantic, Gulf and Pacific ports.
Uruguay	...	...	...	...	Montevideo.
Venezuela	...	...	...	...	Amuay Bay, Las Piedras and Punta Cardon.
West Africa	...	...	...	...	Bathurst, Conakry, Dakar, Freetown, Lagos, Sapele, Monrovia, Pepel and Takoradi.
Yugoslavia	...	...	...	...	Rijeka.

SECTION IV : Inland barge traffic.

Numbers and tonnage using the district and places served by the traffic.

There is a considerable amount of barge traffic between the docks and waterside premises in and about Manchester and to Runcorn. Outside districts served include Liverpool, Birkenhead, Lancashire and Yorkshire towns on the Leeds & Liverpool Canal, towns in Cheshire, Shropshire, Staffordshire, Nottingham, Derby and Leicester on the Weaver Navigation, Trent & Mersey, Shropshire Union, Birmingham and associated canals.

The amount of traffic passing between the Bridgewater Canal and the Manchester Docks during 1955 totalled 149,177 tons. This traffic was carried in boats owned by the Bridgewater Department of the Manchester Ship Canal Company and in bye-traders' boats. Points of origin and destination included Preston Brook, Birmingham, Leigh, and towns in the Potteries, in addition to journeys to factories and works within and near Manchester.

98 visits were made to 63 canal boats during the year, 15 of which were found to contravene the Canal Boats Regulations. 89 inspections were carried out in the main docks and a further nine visits were made to boats lying in the Warrington—Ellesmere Port section of the Ship Canal. Outstanding contraventions were corrected on 18 of the boats inspected; owners were promptly informed and defects usually received attention without delay. 16 complaint notes were issued during the year.

The following is a summary of the defective conditions and contraventions found. No legal proceedings have been necessary to obtain the remedy of defects:—

Registration certificate not produced	7
Marking indistinct	2
Excessive smoke emission	1
Cabin overcrowded	1
Water vessel tap defective	2
Bulkheads and overhead decks defective ...	5
Stoves, stove pipes, etc. defective	6
Cabins, etc. required painting	9
Decklights and portlights defective	5
Scuttle defective	1
Tables defective	3
Insulation defective	1
Washbasins broken	6
Deck defective	1
	<hr/>
	50
	<hr/>

No cases of infectious sickness were reported and no boats have been detained for cleansing and disinfection.

The Authority is not a Registration Authority.

SECTION V : Water supply.

(1) *Source of supply for (a) the district and (b) shipping.*

(a) Water is supplied by the respective water undertakings abutting the Ship Canal.

(b) Fresh water is obtainable direct from hydrants in Manchester Docks and on the quays, wharves, etc., between Mode Wheel and Barton Locks, Partington Coal Basin, Latchford Locks, Warrington Lay-Bye, Runcorn Docks, Weston Point Docks, Stanlow Lay-Bye, Stanlow Oil Dock, Ellesmere Port, Eastham Locks, and the berths in Queen Elizabeth II Dock, Eastham.

(2) *Report of tests for contamination.*

On 28th September, 1955, samples were obtained from the s.s. "Hindsholm" for chemical analysis and bacteriological examination. Both samples were found to be of satisfactory purity for drinking purposes.

(3) *Precautions taken against contamination of hydrants and hosepipes.*

Hydrants and hosepipes were found to be adequately protected against contamination. Representations were made to the Manchester Ship Canal Company regarding the position at the Queen Elizabeth II Dock.

(4) *Number and sanitary condition of water boats, and powers of control by the Authority.*

A tug, "M.S.C. Manchester," is still used on the tidal section of the Ship Canal for the conveyance of fresh water to dredging craft. This boat is fitted with an afterpeak tank which is cement washed twice each year and cleaned regularly. A second tug, "M.S.C. Daphne," is used in a similar manner for supplying fresh water to dredging craft on the Manchester—Latchford section.

The Authority has no special powers of control.

SECTION VI :

Public Health (Ships) Regulations, 1952 and 1954.

(1) *List of infected areas.*

Arrangements for the preparation and amendment of the list, the form of the list, the persons to whom it is supplied, and the procedure for supplying it to those persons.

A list of such areas is compiled by the Medical Officer of Health, Liverpool Port Health Authority. Copies are forwarded by post to H.M. Customs & Excise, Eastham, and also handed to the Waterguard Department and to inspectors of this Authority.

The list detailed the following ports on 1st January, 1955:—

Rangoon	<i>All ports in :</i>	<i>All ports in :</i>
Colombo	China	Liberia
Dar es Salaam	Korea	Sierra Leone
Haifa	Java	Gambia
Beyrout	Indo-China	Portuguese Guinea
Alexandria	India	French West Africa
Tripoli (Libya)	Pakistan	Colombia
Guayaquil	Madagascar	Peru
	Belgian Congo	River Plate
	Nigeria	Latvia
	Gold Coast	Estonia
		Lithuania

The ports in Latvia, Estonia and Lithuania were deleted as from 15th December, 1955, whilst the port of Brest was added to the list on 13th April, 1955, and deleted on 23rd August, 1955.

(2) *Radio messages.*

Manchester is not a radio transmitting or receiving port. Radio messages are sent to Liverpool, and if a vessel is bound for Manchester all necessary information is duly forwarded by telephone. Instructions to Pilots and Masters are given on page 4 of the Maritime Declaration of Health.

(3) *Notifications otherwise than by radio.*

Any cases of infectious sickness occurring on inward-bound vessels prior to arrival at Eastham are dealt with by one of the Boarding Medical Officers of the Liverpool Port Health Authority. An agreement is in operation between the two Authorities for such cases to be dealt with. Should any person be found to be suffering from an infectious disease after a vessel has entered the Canal, arrangements would be made by the Medical Officer of Health to remove the person to the nearest hospital for infectious diseases.

(4) *Mooring stations.*

Arrangements were made in 1933 with the Manchester Ship Canal Company to meet the requirements of the then Port Sanitary Regulations as to the establishment of mooring stations. The Company is not able to designate any of their wharves or lay-byes as special mooring stations, but, whenever the necessity should arise, arrangements would be made if possible for the vessel to be berthed at one of the following places :—

Barton Dolphins, adjoining Barton Locks ;
 Irwell Park Wharf, Eccles ;
 Guinness's Wharf ;
 Eastham Dolphins ;
 Stanlow Wharf ;
 Dolphins near Runcorn Lay-Bye ;
 Lay-Bye near Moore Lane.

Before directing a vessel to any one of the above places, it would be a matter for consultation between the Port Medical Officer and the Ship Canal Company. The harmonious co-operation between the officers of the Ship Canal Company and the Authority leaves no doubt that any emergency would be promptly dealt with. No occasion has arisen since the arrangements were made for any restriction on boarding or leaving a vessel. H.M. Customs & Excise formally approved the arrangements made.

(5) *Arrangements for :*

(a) *Hospital accommodation for infectious diseases (other than small-pox—see Section VII) :*

Ladywell Hospital, Salford ;
Clatterbridge General Hospital, Bebington ;
Monsall Hospital, Newton Heath, Manchester ;
Fazakerley Hospital, Liverpool.

Under the National Health Service, hospital treatment would be arranged at the hospital most appropriate to the circumstances, by consultation with the hospital Medical Officer concerned ; in case of difficulty, the Regional Hospital Board of either Manchester or Liverpool would be consulted. No difficulty has yet been experienced.

(b) *Surveillance and follow-up of contacts.*

Any vessel from which a case of infectious disease has been removed would be visited daily by an Inspector to ascertain the health of the remainder of the crew. Any person suspected to be suffering from an infectious disease would be examined by the Medical Officer of Health, who would take the appropriate action.

(c) *Cleansing and disinfection of ships, persons, clothing, and other articles.*

The Authority has no facilities for carrying out cleansing or disinfection. The Local Authority for the district alongside which the vessel is lying is requested to carry out any necessary disinfection and removal of bedding, the Port Health Authority undertaking to defray expenses incurred, which are later recovered from the ship's agents.

Maritime Declarations of Health are supplied to masters of vessels by Officers of H.M. Customs and Inspectors of this Authority. During the year 1075 Declarations were received.

SECTION VII : Smallpox.

- (1) *Names of Isolation Hospitals to which cases are sent from the district.*
- (a) Ainsworth Smallpox Isolation Hospital, Bury.
 - (b) Elswick Leys Smallpox Hospital, Elswick Leys, Blackpool.
 - (c) New Ferry Smallpox Hospital, Beaconsfield Road, Rock Ferry.

- (2) *Arrangements for transport of such cases to hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.*

The ambulance services of the Lancashire County Council or the Cheshire County Council, or of the County Boroughs of Liverpool, Manchester and Warrington, would be available. The vaccinal state of the ambulance personnel is controlled by the ambulance authorities, who, generally speaking, require annual re-vaccination of all persons who may be required to handle smallpox patients, suspects or contacts.

- (3) *Names of smallpox consultants available.*

Dr. C. Metcalfe Brown, Medical Officer of Health.

Professor Andrew B. Semple, Belmont Grove, Liverpool 6.

Dr. E. R. Pierce, Port Health Authority, Liverpool 3.

Dr. D. C. Liddle, Monsall Hospital, Manchester 10.

Dr. J. Yule, Town Hall, Stockport.

- (4) *Facilities for laboratory diagnosis of smallpox.*

Public Health Laboratory, University of Liverpool.

SECTION VIII : Venereal disease.

Leaflets giving the undermentioned information as to the location, days and hours of available facilities are distributed by the inspectors when vessels are visited :—

<i>Town</i>	<i>Institution</i>	<i>Times of Attendance (Males)</i>
MANCHESTER and SALFORD.	Seamen's Dispensary, 197 Trafford Road, Salford 5.	Monday to Friday—10 a.m. to 12 noon, 2 p.m. to 4 p.m.
	Manchester Royal Infirmary, Nelson Street, Manchester 13.	Monday and Wednesday, 5 p.m. to 7 p.m.
	St. Luke's Clinic, Duke Street, Liverpool Road, Manchester 3.	Monday to Saturday, 10 a.m. to 12 noon. Monday and Wednesday—2 p.m. to 4-30 p.m. Tuesday, Thursday and Friday—5 p.m. to 7 p.m.
	Hope Hospital, Eccles Old Road, Salford 6.	Wednesday—5-30 p.m. to 7 p.m.
	Ancoats Hospital, Mill Street, Manchester 4	Monday and Thursday—5 p.m. to 7 p.m.
LIVERPOOL.	Liverpool Seamen's Dispensary, Paradise Street, Liverpool 1.	Monday to Friday—9-30 a.m. to 1 p.m.; 3 p.m. to 6-30 p.m. Saturday—9-30 a.m. to 12 noon.
	Liverpool Royal Infirmary, Pembroke Place, Liverpool 3.	Monday—10-30 a.m. to 1 p.m. 5-30 p.m. to 6-30 p.m. Wednesday—10-30 a.m. to 1 p.m.; 5 p.m. to 6-30 p.m. Friday—10-30 a.m. to 1 p.m.; 5 p.m. to 8 p.m.
	Bootle General Hospital, Derby Road, Liverpool 20.	Monday and Thursday—12-30 p.m. to 2 p.m. Tuesday and Friday—6-30 p.m. to 8 p.m.
WARRINGTON.	Warrington General Hospital, Lovely Lane, Warrington.	Monday—10-30 a.m. to 2 p.m. Thursday—5-30 p.m. to 7-30 p.m.
BIRKENHEAD.	St. James's Hospital, Birkenhead.	Monday—2 p.m. to 6-30 p.m. Wednesday—10 a.m. to 12 noon; 2 p.m. to 6-30 p.m. Friday—2 p.m. to 6-30 p.m.
CHESTER.	Chester Royal Infirmary, Chester.	Wednesday—5 p.m. to 7-30 p.m. Saturday—11 a.m. to 1 p.m.

The new Seamen's Dispensary at 197 Trafford Road, Salford, was opened in May, 1955. The Manchester Ship Canal Company kindly allowed posters to be displayed on the dock premises giving details of this new dispensary and other treatment centres in the district.

The undermentioned information was supplied by the Medical Director of St. Luke's Clinic in respect of seamen attending the clinic during the year and the seamen's dispensary from May to December:—

<i>Patients suffering from :</i>	British seamen	Foreign seamen
Syphilis	4	2
Gonorrhoea	27	26
Other conditions	87	63
	<hr/> 118 <hr/>	<hr/> 91 <hr/>
Penicillin injections	79	
Streptomycin injections	162	
Attendances	550	

SECTION IX : Cases of notifiable and other infectious diseases on ships.

TABLE D.

Category	Disease	Number of cases during the year :		Number of ships concerned
		Passengers	Crew	
Cases landed from ships from foreign ports.....	German measles	—	1	1
	Dysentery	—	1	1
	Pneumonia	—	1	1
Cases which have occurred on ships from foreign ports, but have been disposed of before arrival	Pneumonia	—	2	2
	Tuberculosis	—	2	2
	Malaria	—	2	2
	Poliomyelitis	—	1	1
Case remaining on board (isolated in ship's hospital)	Tuberculosis	—	1	1
Other case landed (man taken ill after joining ship at this port).	Measles	—	1	1

No cases or suspected cases of smallpox, cholera, plague, yellow fever, typhus or relapsing fever occurred during the year.

SECTION X : Observations on the occurrence of malaria in ships.

Only two cases of malaria were reported during the year. Prophylactic treatment continues to have the desired effect in keeping down to a minimum the number of cases occurring.

SECTION XI : Measures taken against ships infected with or suspected for plague.

No ships infected with or suspected for plague arrived during the year. In the event of such an occurrence, the measures outlined in Part I of the fourth schedule to the Public Health (Ships) Regulations, 1952, would be vigorously pursued.

SECTION XII : Measures against rodents in ships from foreign ports.

(1) Procedure for inspection of ships for rats.

Vessels from foreign ports are visited by the Inspectors as soon as possible after arrival, priority being given to vessels from infected ports. All such vessels are searched by the rodent operative for dead rats or evidence of rats dying on the voyage. Daily visits are made whilst the vessels are in port, traps being set and baits laid wherever necessary. Enquiries are also made by the Inspectors as to whether any dead bodies have been disposed of prior to arrival. Tankers arriving at Eastham, Stanlow and Ince from foreign ports are visited by the inspector and, whenever possible, a detailed inspection for rats is made with the assistance of the motor launch engineer. The short stay in port of these tankers renders it difficult for any specialized treatment to be given. Details of action necessary to deal with any rodent infestation are given to the Master, and if the vessel should be proceeding coastwise for overhaul or to complete discharge of cargo, the Medical Officer of Health of the next port is notified of the evidence found.

(2) Arrangements for the bacteriological or pathological examination of rodents, with special reference to rodent plague, including the number of rodents sent for examination during the year.

Specimens of rats caught are forwarded to the Public Health Laboratory, Monsall Hospital, Manchester, for bacteriological examination. During the year 82 rats and 52 mice were sent for examination. In addition, 100 rats and 19 mice caught on dock premises by the rodent operative of the Manchester Ship Canal Company were also submitted for examination. In no instance was any evidence of plague found, but salmonella organisms were found in eight rats caught on dock premises and two mice caught on ships from foreign ports.

(3) Arrangements in the district for deratting ships, the methods used, and, if done by a commercial contractor, the name of the contractor.

Deratting of vessels prior to the issue of a Deratting Certificate has been effected by either fumigation with hydrogen cyanide or poison treatment with sodium fluoroacetate ('1080').

In all instances deratting was carried out by one of the following contractors under the supervision of the Authority's inspectors :—

Associated Fumigators (Northern) Ltd., Liverpool.
Croftbank Chemical Co. Ltd., Oldham.
Deodor-X Hygiene Services Ltd., Birkenhead.
Hivey Fumigation Co. Ltd., Liverpool.
Irlam Insecticides, Liverpool.

(4) *Progress in the rat-proofing of ships.*

The standard of rat-proofing observed on new vessels has continued to be highly satisfactory. The recommendations of the inspectors with regard to proofing the older type of vessel have been carried out to advantage.

The practice of cleaning cargo spaces following the discharge of cargo and the periodical turning over of gear in storerooms, now carried out on most vessels, has done much to eliminate permanent nesting places for rodents.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Number
Black rats	239*
Brown rats	—
Mice	231*
Species not known	—
Sent for examination	59 rats 52 mice
Infected with plague	—

* Includes 157 rats and 122 mice destroyed by fumigation and sodium fluoroacetate.

3 rats and 23 mice (included above) were destroyed by the motor launch engineer on vessels at Acton Grange and Ellesmere Port.

RODENT CONTROL.

	Foreign	Coastwise
Visits by inspectors	1,732	287
Re-visits by inspectors	519	167
Visits by rodent operative	576	27
Re-visits by rodent operative... ..	530	14
Visits by motor launch engineer	201	10
Re-visits by motor launch engineer	38	—
Rats killed by trapping and poisoning	115	1
Rats killed by fumigation	124	—
Mice killed by trapping and poisoning... ..	109	—
Mice killed by fumigation	122	—

1,106 visits and re-visits were made by the rodent operative to 576 vessels from foreign ports and 41 visits and re-visits to 27 vessels from coastwise ports. 78 traps were laid on 13 vessels trading with foreign ports and further traps and/or baits were laid by the engineer on 8 vessels.

Rodent control is also important in connection with the requirements of the Prevention of Damage by Pests (Application to Shipping) Order, 1951 (see page 23).

TABLE F.

Deratting Certificates and Deratting Exemption Certificates issued during the year for ships from foreign ports.

Number of Deratting Certificates issued:					Number of Deratting Exemption Certificates issued	Total Certificates issued
After fumigation with HCN	Other fumigant SO ₂	After trapping	After poisoning ('1080')	Total		
(1)	(2)	(3)	(4)	(5)	(6)	(7)
11	—	—	5	16	306	322

SECTION XIII : Inspection of ships for nuisances.

TABLE G.

Inspections and Notices.

Category of nuisance and number of inspections:	Notices served:		Statutory notices	Other notices		Result of serving notices
	British	Foreign		Written	Verbal	
Verminous conditions	167	164	—			76 notices complied with and 28 partly complied with whilst vessels in port. 31 notices complied with and 10 partly complied with whilst vessels in port.
Accommodation and fittings in dirty and defective condition	89	28	—			
Storerooms and galleys in dirty and defective condition	15	14	—	61	248	
Heating, lighting and ventilation defective	71	18	—			
Sanitary accommodation dirty and defective	54	24	—	36	168	
Washing facilities dirty and defective	18	8	—			
Water system defective	15	—	—			
Offensive refuse	20	10	—			
Improper food storage	1	—	—			
Excess emission of smoke	35	21	—			
Total	485	287	—	97	416	

VESSELS INSPECTED BY THE SANITARY INSPECTORS.

		1955	1954	1953
Vessels entering the port	{ foreign..... coastwise... total.....	2,260	2,056	1,764
		2,818	2,693	2,791
		5,078	4,749	4,555
Number inspected	{ foreign and coastwise	2,077	2,051	2,046
Percentage inspected		40.90%	43.18%	44.91%
Number reported defective		528	642	793
Number on which defects remedied		406	432	457
Number of vessels on which were ...				
remedied defects reported prior ... British		143	147	162
to year of inspection ... Foreign ...		76	62	57

The work of the sanitary inspectors at different parts of the port is indicated by the following statement of the number of vessels inspected and the number found with defects at various places along the Canal :—

Section A (Manchester—Latchford):		Inspected	Defective
Manchester, Salford and Stretford...	...	1,130	238
Mode Wheel Oil Wharf ... ..	...	20	8
Weaste ... ..	...	40	12
Guinness' Wharf ... ..	...	1	1
Irwell Park Wharf and Eccles...	...	111	45
Barton ... ..	...	32	4
Irlam ... ..	...	46	22
Partington ... ..	...	35	14
		1,415	344

Section B (Latchford—Eastham):		Inspected	Defective
Warrington ... ..	...	7	3
Acton Grange ... ..	...	8	3
Widnes... ..	...	4	2
Runcorn ... ..	...	23	3
Weston Point ... ..	...	35	3
Ince ... ..	...	24	10
Stanlow Oil Dock and Lay-Bye ...	...	143	44
Ellesmere Port ... ..	...	116	27
Bowaters' Wharf (Ellesmere Port)	...	58	16
Eastham Locks and Lay-Bye ...	...	17	4
Queen Elizabeth II Dock, Eastham...	...	216	69
Associated Ethyl Wharf ... ..	...	3	—
Weston Mersey Lock ... ..	...	7	—
Northwich ... ..	...	1	—
		662	184
Gross totals		2,077	528

Nationalities of the vessels inspected and the number found with defects :—

	<i>Inspected</i>	<i>Defective</i>
British	887	311
American	51	1
Argentinian	1	—
Belgian	10	5
Costa Rican... ..	22	11
Danish	69	10
Dutch	292	16
Egyptian	4	3
Eireann	3	2
Finnish	39	6
French	11	6
German	123	12
Greek	15	9
Honduran	3	—
Icelandic	1	—
Israeli	1	1
Italian	23	10
Liberian	72	18
Moroccan	1	1
Norwegian	264	58
Panamanian	36	19
Portuguese	3	2
Syrian	1	—
Turkish... ..	2	2
Spanish	10	7
Swedish	129	17
Swiss	3	1
Yugoslavian	1	—
	<hr/> 2,077 <hr/>	<hr/> 528 <hr/>

The number of inspections made of British and Foreign vessels and the number found with defects were :—

	<i>Inspected</i>	<i>Defective</i>
British steamships and motor vessels ...	886	311
British flats and barges	1	—
Foreign steamships and motor vessels ...	1,190	217
	<hr/>	<hr/>
Totals	2,077	528
	<hr/>	<hr/>
Re-visits	568	
	<hr/>	
Gross total—visits and re-visits.....	2,645	
	<hr/>	

In the Manchester—Latchford section there was a decrease of 41 inspections over the previous year, and in the Latchford—Eastham section an increase of 67 vessels was recorded.

Number of personnel carried on vessels inspected :—

British :

European	...	...	...	...	...	...	...	24,826
Asiatic	...	...	...	...	...	...	...	4,976
								<hr/> 29,802
American	...	...	...	...	...	...	...	2,286
Argentinian	...	...	...	...	...	...	...	49
Belgian	...	...	...	...	...	...	...	326
Chinese	...	...	...	...	...	...	...	417
Costa Rican	...	...	...	...	...	...	...	563
Danish	...	...	...	...	...	...	...	1,824
Dutch	...	...	...	...	...	...	...	4,298
Egyptian	...	...	...	...	...	...	...	215
Eireann	...	...	...	...	...	...	...	49
Finnish	...	...	...	...	...	...	...	1,068
French	...	...	...	...	...	...	...	407
German	...	...	...	...	...	...	...	2,153
Greek	...	...	...	...	...	...	...	449
Honduran	...	...	...	...	...	...	...	105
Icelandic	...	...	...	...	...	...	...	16
Israeli	...	...	...	...	...	...	...	32
Italian	...	...	...	...	...	...	...	751
Liberian	...	...	...	...	...	...	...	2,790
Moroccan	...	...	...	...	...	...	...	41
Norwegian	...	...	...	...	...	...	...	8,216
Panamanian	...	...	...	...	...	...	...	1,284
Portuguese	...	...	...	...	...	...	...	87
Spanish	...	...	...	...	...	...	...	263
Swedish	...	...	...	...	...	...	...	3,176
Swiss	...	...	...	...	...	...	...	81
Syrian	...	...	...	...	...	...	...	18
Turkish	...	...	...	...	...	...	...	67
Yugoslavian	...	...	...	...	...	...	...	36
								<hr/> 60,869 <hr/>

SECTION XIV : Public Health (Shell-fish) Regulations, 1934 and 1948.

There are no shell-fish beds or layings within the jurisdiction of the Authority.

SECTION XV : Medical inspection of aliens

(applicable only to ports approved for the landing of aliens)

Manchester is not an approved port for the landing of aliens.

SECTION XVI : Miscellaneous.

Arrangements for the burial on shore of persons who have died on board ship from infectious diseases.

Full information concerning the death would be obtained and reported to H.M. Customs & Excise, the Ministry of Transport and the Coroner. Disinfection would be carried out under the supervision of the Authority's inspectors.

INSPECTION OF FOOD STORAGE WAREHOUSES.

At the Manchester Ship Canal Co. dock warehouses at Runcorn no foodstuffs for human consumption were stored during the year. At the British Waterways warehouses at Weston Point small quantities of imported foodstuffs were stored. These foods mainly arrived by barges from Liverpool and Birkenhead and were stored temporarily whilst awaiting transhipment into canal boats for conveyance to inland towns. Periodic visits were made but no action was required.

PREVENTION OF DAMAGE BY PESTS (APPLICATION TO SHIPPING) ORDER, 1951.

Rodent Control Certificates issued ...	21
Floating grain elevators—	
visits by inspectors	6
visits by rodent operative	5
rats killed	—
Barges—	
visits by inspectors	42
visits by rodent operative	3
rats killed	14

Letters were sent to the owners of four rat-infested barges and immediate fumigation in each instance proved completely satisfactory.

The number of rats caught or destroyed by the rodent operative employed by the Manchester Ship Canal Company showed an increase compared with 1954; 1,908 as against 1,820 in the previous year.

The Chief Sanitary Inspectors of Ellesmere Port and Runcorn have again co-operated in effectively keeping the rodent population on property abutting the Ship Canal within their jurisdiction down to a minimum. Their efforts are much appreciated.

On the Manchester Ship Canal Company property at Ellesmere Port, 138 campaigns using zinc phosphide, arsenic, red squill, mafantu and warfarin were carried out. An estimated kill of 300 rats is recorded in respect of those campaigns carried out involving only the use of zinc phosphide and arsenic.

35 rats were accounted for on property of the Manchester Ship Canal Company at Runcorn. The Company's staff carry out disinfestation, when necessary, in addition to visits by the rodent operative of Runcorn U.D.C.

DANGEROUS DRUGS (No. 3) REGULATION, 1923.

No certificates were issued under this Regulation during the year.

OBSERVATIONS OF THE SANITARY INSPECTORS.

During the year five rodent infested vessels were treated with sodium fluoroacetate ('1080'). Results proved completely satisfactory and subsequent inspections revealed no evidence of live rats. One sample of sodium fluoroacetate was taken during the year and on analysis was found to be slightly below the required strength, but still considered to be effective. The disinfestation company concerned was informed of the result of the analysis.

It is disturbing to note that some of the young members of ships' catering staffs are very careless in their dress and personal appearance. Washing of hands and clothes often seems infrequent and normal hygienic principles are sadly lacking. Food storage and preparation places, however, are generally found to be clean, but lack of pride in personal cleanliness indicates the indifferent attitude of those concerned, with the consequent danger of food poisoning.

Bales of feathers and rags imported from Dublin were again found to be infested with fleas during the summer months. An old accumulation of these articles on a dock shed provided ample harbourage for insects from which clean bales could be infested. The local manager of the shipping company concerned arranged for their removal, and an improvement was noticed. The companies responsible for exporting the bales from Dublin effected disinfestation before despatching further consignments and the trouble was subsequently eradicated.

Salmonella organisms were isolated from eight of the 100 rats caught on the dock premises which were submitted to the Public Health Laboratory Service during the year. Salmonella enteritidis was isolated from seven of the rats, whilst the organism found in the remaining rat was Salmonella anatum. The infected rats were found at five different points on the docks over a period of seven months. No rodent exterminating company operates on the dock premises and the rodent operative of the Manchester Ship Canal Co. does not use Salmonella enteritidis in his baits. Nine samples of rat excreta taken from varying points in a half-mile subway connecting the places where five Salmonella infected rats were caught all proved negative. Three warfarin test baits used for experimental purposes in the same locality by a disinfestation company were examined for salmonella organisms but were also found to be negative.

Two mice from vessels were found to be infected with (a) Salmonella typhi-murium and (b) Salmonella stanley. In the first instance, the vessel, which arrived from West Africa, was fumigated after completion of discharge of cargo. Altogether a total of ten mice were killed and examined, but only one proved positive. The mouse found with Salmonella stanley was the only one recovered from a slightly infested vessel which had loaded at Indian ports.

During the year it was found on frequent occasions that the emission of black smoke from vessels was due to carelessness or ignorance of the correct methods of stoking. Many men employed in stokeholds were found to have had no previous knowledge of the work before going to sea. The only instruction that they had received was often far from correct for efficient boiler-room practice, and the general tendency to put as much coal on the fire as infrequently as possible was one of the main causes of smoke emission. Unfortunately, the frequent changing of firemen means that advice given on stoking practice is soon wasted.

Crew members of three vessels were examined by mass miniature radiography during the year. The crew of a Swedish vessel was examined at the request of the master following the repatriation of one member of the crew from Southampton to Sweden where he was found to be suffering from tuberculosis of the lungs. Examination of the crew revealed no abnormalities.

British officers and Indian ratings of a British vessel were examined following a report that suspected tuberculosis had been found amongst the crew at Capetown. 46 men were examined before the vessel left Manchester to complete discharge of cargo at Liverpool. Liverpool Port Health Authority was notified and a second examination of eight men was carried out resulting in two members of the crew being removed to hospital at Liverpool.

In the third instance, the crew of an Egyptian vessel was examined after a steward had been removed to hospital at Liverpool suffering from tuberculosis. The radiography examination revealed that another steward required treatment and arrangements were made for his removal to hospital. These arrangements were later cancelled and the man was isolated in the ship's hospital and allowed to return to Egypt. The Port Medical Officer at Alexandria was duly notified of the circumstances.

The treatment of verminous vessels by the more conventional spraying method which does not have the long residual toxicity of insecticidal lacquer is still being carried out, but in some instances the practice of also treating likely vermin breeding grounds with insecticidal lacquer is being adopted. This combined action is less costly than a complete lacquer treatment but has proved most satisfactory.

The number of vermin infestations reported on British vessels was considerably reduced during 1955 and it would appear that insecticidal lacquer was largely responsible for this pleasing reduction. As an example, the vessels of one British company regularly trading with this port have during the past two years undergone treatment with lacquer and the following results prove most interesting. In 1953, prior to treatment, 19 visits were made to 13 vessels and vermin was found on 11 occasions, whilst in 1955 during 21 visits to 17 vessels of this company on only four occasions were any vermin found. In each instance the degree of infestation was much less than in 1953.

N. M. SAMPSON.

E. J. FRANKLIN,

EXTENT OF RAT INFESTATION ON BOARD TANKERS.

Nationality	Type of oil carried	Number of vessels inspected	Number of vessels found clear of infestation	Number of vessels found infested			Percentage of vessels found infested	Number of vessels showing evidence of old infestation
				Slight 1—5 rats	Moderate 6—10 rats	Heavy 11 rats or over		
British	Spirit	11	10	1	—	—	9.1	1
	Kerosene ...	1	1	—	—	—	—	—
	Fuel	3	3	—	—	—	—	—
	Gas	—	—	—	—	—	—	—
	Lubricating...	1	1	—	—	—	—	—
	Crude	55	51	4	—	—	7.3	3
	Total	71	66	5	—	—	7.0	4
Foreign	Spirit	31	30	1	—	—	3.2	1
	Kerosene ...	2	2	—	—	—	—	—
	Fuel	22	22	—	—	—	—	4
	Gas	2	2	—	—	—	—	—
	Lubricating...	7	7	—	—	—	—	—
	Crude	134	127	7	—	—	5.2	4
	Total	198	190	8	—	—	4.0	9
All Vessels ...	Total 1955 ...	269	256	13	—	—	4.8	13
All Vessels ...	Total 1948/54	1,649	1,461	170	12	6	11.4	125
All Vessels ...	Total 8 years (1948/1955)	1,918	1,717	183	12	6	10.5	138*

* Figure for 1948 not known.

The survey into the frequency of rat infestation on tankers continued during the year and the results are summarized in the above table. Nine other tankers carrying miscellaneous cargoes such as tar and wax products were also examined, one of which showed slight rat infestation. Including these tankers, a total of 278 were examined, an increase of nine over the 1954 figure. All the infestations found were slight at the time of inspection, although in one or two cases evidence pointed to reduction from heavy infestations due to action by the crews. The overall percentage of 4.8 infested tankers showed a very slight increase over the previous year of 4.6 per cent. Vessels showing evidence of old infestations slightly decreased from 5.4 to 4.8 per cent.

An interesting case concerned a tanker on the completion of her maiden voyage. At the commencement of the voyage a heavy infestation was found and active measures were carried out by the crew. After inspection at this port it was decided that a slight infestation still remained. During the vessel's short stay an extensive poisoning campaign was instigated, with unknown results.

The results gained from the 1955 survey indicate a maintenance of the improvement in recent years. It is felt that further success could be achieved if stricter attention be paid to improved rat-proofing on these tankers, followed by satisfactory maintenance in cases of wear

and tear and the regular turn-over of stores and equipment and the cleaning of storerooms.

Motor Launch "Hygeia" (based at Weston Point).

During the year the "Hygeia" has been in continuous use, apart from annual holiday and overhaul periods. Owing to increased traffic at the Eastham end of the Canal, inspectorial work in the Warrington—Acton Grange section was carried out in the latter half of the year by the Manchester based inspectors. This arrangement allowed the "Hygeia" to be used regularly between Runcorn and Eastham. A record mileage of 4,183 was covered by the launch during the year, compared with 3,926 miles in 1954, an increase of 257 miles. That such a mileage was achieved without any serious mechanical failure was entirely due to the constant care and interest shown by Mr. R. C. Ashton, the launch engineer.

SMOKE ABATEMENT.

This problem was given priority during the year and kept constantly under review.

Queen Elizabeth II Dock, Eastham.

282 ocean-going tankers entered this dock during 1955, an increase of 72 over the previous year. In addition, 196 other craft, *i.e.* coastal tankers, barges and dredging vessels, but excluding tugs, used the dock, a substantial increase in traffic.

The procedure of placing smoke notices on board all tankers on arrival and observation by the Police Department of the Manchester Ship Canal Company was continued. Daily observation of vessels in the dock by inspectors of this Authority was not possible, but every opportunity was taken to cover the area. Visits were made on 164 days for the purpose of combining smoke observation with ordinary inspectorial duties and occasionally only in respect of the former. During these visits 238 tankers were covered, and at the same time opportunity was taken to observe the behaviour of tugs and other small craft. One written and 18 verbal notices were served on offending tankers, resulting in 12 emissions being remedied immediately and 7 improved to satisfactory proportions. Warnings were also given to tugs and dredging craft when contact could be made and were followed up in serious cases by letters to the owners. In considering these details it is well to appreciate the fact that only a relatively short period was spent in the vicinity of the dock each working day which, in the case of tankers, is a full 24 hours. In view of this fact the added coverage rendered by the dock police was especially valued.

Despite these efforts, however, further complaints were received from nearby residents, culminating in July when a petition of complaint was presented to the Bebington Corporation by ratepayers living in and around Eastham village. A copy of the petition was forwarded to this Authority and was followed in October by meetings to discuss

the problem between officials of the Bebington Corporation, the Manchester Ship Canal Company and this Authority. Arising out of these meetings, procedure was drawn up whereby immediate action under the Public Health Act, 1936, could be taken independently by both health authorities. Publicity was given to the problem and proposed action in the press, in addition to which personal contact was made with maritime officials and letters sent to interested shipping agencies. Increased time and attention were given to the situation, and a special point was made of interviewing Masters and Chief Engineers to stress the need for strict smoke control. The steps taken appear to have succeeded, for up to the end of the year no need arose for the agreed arrangements to be brought into operation. On the last day of 1955, however, a 34-years-old foreign-owned tanker emitted smoke likely to cause a nuisance, but following the service of a written notice no further action was required beyond daily observations and verbal representation where necessary. This particular tanker underwent boiler repairs before sailing.

Other sections of the Canal.

During the first half of the year reports and correspondence were received from the Runcorn Rural District Council concerning nuisance caused to residents by excessive smoke emission from vessels traversing the Canal in the Latchford—Stockton Heath area. All these cases were taken up with the owners of the vessels concerned. Special “smoke” patrols were carried out in the launch “Hygeia” on five occasions and appropriate action taken with offending vessels. It was evident, however, that the presence of the Authority’s launch in that section was soon noticed and, once sighted, had a salutary effect on smoke emission. Unfortunately, after July it was not possible to continue with these patrols owing to increased commitments at Eastham.

The control of vessels under way is a most difficult problem, especially in cases where personnel have little or no pride in their work.

In the Ellesmere Port, Stanlow and Ince areas, verbal representations were made to 14 vessels regarding excessive smoke emission and all the notices were complied with by complete remedy or improvement during the period under observation. In these districts residential property is not greatly affected except at Ince, and here a careful watch was kept on vessels berthed at this lay-bye.

In recent months there have been signs that the publicity given to smoke control is having a good effect amongst British-owned shipping companies. This is encouraging, particularly when backed up by personal assurances from officials of two large tanker companies to support and assist this Authority in overcoming the problem. On the other hand, there is the question of properly educating foreign-owned companies whose crews are not so conscious of the importance of smoke control. The solution here appears to lie with port health officials taking full advantage of their contact with foreign shipping representatives to publicise the position.

G. E. STANLEY.

FOOD INSPECTION.

Public Health (Imported Food) Regulations, 1937-48.

Public Health (Preservatives, etc. in Food) Regulations, 1925-48.

Public Health (Imported Milk) Regulations, 1926.

LIST OF FOOD IMPORTS.

	From foreign ports.	From coastwise ports.
Grain, cereals, &c.—		
Barley	63 bags	
Cornflour	16,279 bags	
Flour	534,474 bags	5,715 bags
Groats	270 bags	35 bags
Macaroni	300 packages	287 packages
Maize	960 bags	
	68,576 tons	
Maize grit	20 bags	
Oats	3,257 bags	
Potato flour	300 bags	
Potato powder		2,016 bags
Rice	151,620 bags	2,690 bags
Rusks	150 boxes	
Soya beans... ..	3,025 tons	
Spaghetti		5 cartons
Starch	1,266,348 bags	504 bags
Wheat	301,511 tons	1,085 tons
Wheat germ	7,951 bags	826 bags
Fruit, &c.—		
Apples	16,196 packages	511 packages
	250 barrels	
Damsons		166 crates
Dried fruit	63,670 packages	
Fruit pulp	5,650 casks	344 casks
Fruit juice	9 barrels	
Grapefruit	16 cases	
Lemons	192 cases	
Olives		2 cases
Walnuts (in brine)		20 casks
Fish—		
Dried fish	3 cases	
Herrings (salted)	567 barrels	
Sprats (in brine)	5 casks	
Vegetables—		
Beans (dried)	1,146 bags	6 bags
Beetroots	600 bags	
Carrots	3,340 bags	
Dehydrated Vegetables	585 bags	1,510 bags
Garlic		40 baskets
Lentils	80 bags	6 bags

List of food imports (*continued*)

	From foreign ports.	From coastwise ports.
Onions	4,422 bags 1,509 cases	
Onion powder		840 cartons
Peas (dried)	16,765 bags	
Potatoes	8,736 bags	97,753 bags
Red cabbage (fresh) ...	1,200 bags	
Sauerkraut	911 casks	
Vegetables (in brine) ...	2,802 casks	
Meat—		
Bacon	47,064 bales	18,656 bales 25 bags
Beef (bone-in) (frozen) ...	7,170 crops and hinds	
Boneless beef (frozen) ...	611 crops and hinds	
Beef sundries (frozen) ...	1,221 packages	
Hams		16 cartons
Kidneys (frozen)	114 packages	
Lamb sundries (frozen) ...	545 packages	
Lamb (frozen)	5,836 carcasses	
Medicinal liver extract ...		1 case
Mutton sundries (frozen)	447 packages	
Salami sausage	29 cartons	13 cartons
Sausage casings (salted) ...	53 casks	
Dairy produce—		
Butter	8,220 cartons 435 casks	
Cheese	8,528 packages	
Cheeses	116 loose	
Eggs		3,384 cases
Margarine	209,687 cartons	6,412 cartons
Milk powder	1,943 bags	
Whey powder	2,600 bags	
Edible oils and fats—		
Castor oil		161 drums
Cooking fat		2,232 cartons
Groundnut oil	402 drums	387 casks
Lard	215,590 packages	9,489 packages
Oleo	13,870 drums	92 drums
Premier jus	1,015 casks	
Suet		51 cartons
Canned goods—		
Artificial cream	3,015 cartons	560 cartons
Chutney	7,360 cases	20 cases
Christmas puddings	550 cartons	
Corn	1,550 cartons	
Cream	300 cartons	1,100 cartons
Fish	20,790 packages	396 packages
Fruit	419,545 cartons	40,543 cartons

List of food imports (*continued*)

	From foreign ports.	From coastwise ports.
Fruit juice	1,075 cartons	100 cartons
Fruit pulp	275 cartons	
Jam	2,657 cartons	
Marmalade	1,300 cartons	
Meat	255,233 packages	37,812 cartons
Milk (condensed)	1,330 cartons	
Milk (evaporated)		1,105 cartons
Mincemeat	250 cartons	
Molasses	300 cases	
Patent baby food	2 cartons	
Poultry	12,521 cartons	100 cartons
Ravioli	235 packages	
Sausage	170 cartons	
Soup	7,566 cartons	17,096 cartons
Syrup	1 box	
Tomato puree	845 packages	
Tomatoes	10,225 cartons	3,005 cartons
Tomato juice	5,056 cartons	
Vegetables	52,937 packages	44,469 cartons
Bottled goods—		
Curd		1 carton
Fish	4,300 cartons	3,550 cartons
Jam	260 cartons	
Mustard	10 cartons	
Onions	60 cartons	
Sweet pickled vegetables	88 cartons	
Sweets, confectionery, &c.—		
Biscuits	246 cartons	
Caraway seed	45 bags	18 bags
Chocolate	505 packages	411 packages
Chocolate couverture ...	98 cases	1,894 packages
Cocoa butter	288 packages	
Cocoa butter substitute...	40 packages	
Confectionery	302 packages	325 packages
Confectionery mix		112 cartons
Desiccated coconut	680 bags	300 bags
	750 cases	4 cases
Gelatine	1,373 packages	
Glace cherries	136 cartons	
Groundnuts	580 cases	
	169 bags	
Honey... ..	50 drums	
Honey cake	21 cartons	
Jelly crystals		385 cartons
Jellies		10 cartons
Marshmallow		460 cartons
Marzipan		5,163 cartons
Wafer paper	55 cartons	

List of food imports (*continued*)

	From foreign ports.	From coastwise ports.
Miscellaneous—		
Baking tin grease	455 tins 93 drums	
Beer, stout, &c.	22,965 packages	77,495 tons
Chewing gum	240 packages	
Citric acid	275 drums	100 cartons
Cocoa beans	276,800 bags	
Coffee	3,967 drums	
Coffee beans		170 bags
Dextrose	160 bags	
Glucose (powdered)	3,147 packages	672 bags
Glucose (liquid)		2 drums
Herbs	20 bales	
Horseradish	25 bags	
Ice cream powder		5 cartons
Licorice	488 cartons	56 packages
Mango chutney... ..	40 casks	
Pecan nuts... ..	2 sacks	
Pickled peppers	25 casks	
Poppy seed		10 bags
Salad cream		9 casks
Tea	158,681 chests	104,100 chests
Tartaric acid	130 casks	
Wines	2,804 packages 5 hogsheads	205 cases 1 hogshead
Yeast		296 bags

The above-mentioned foodstuffs were subjected to a percentage examination.

RESULTS OF INSPECTION.

Details of food imports which have been condemned during the year :—

Articles.	Tons	Weight		
		cwts.	qrs.	lbs.
Grain, cereals, &c.—				
Flour	33	6	2	9
Maize	10	18	3	25
Rice... ..	4	15	0	2
Soya beans	3	7	1	8
Wheat	509	2	3	6
Wheat germ		11	1	18
Fruit—				
Dried fruit		1	2	8
Fruit pulp		10	0	23

Articles.	Weights			
	Tons	cwts.	qrs.	lbs.
Vegetables—				
Beans (dried)			3	23
Onions		3	0	0
Dairy produce—				
Cheese			1	4
Meat—				
Bacon				26½
Edible oils and fats—				
Lard	1	5	2	14
Margarine	3	12	1	2
Suet			1	25
Canned goods—				
Chicken				17
Fruit	3	3	1	26
Marmalade			1	14
Meat		5	1	6½
Tomato juice		1	0	23
Tomatoes		1	1	11
Vegetables	1	3	1	17
Bottled goods—				
Vegetables				25
Sweets, confectionery, &c.—				
Chocolate couverture... ..			1	1
Desiccated coconut			3	14
Jellies				14
Miscellaneous—				
Cocoa beans			1	18
Tea	7	5	1	27
	579	19	1	15

FOOD VOLUNTARILY SURRENDERED.

Cornflakes				27
Lard		2	1	0
Margarine			2	21
Ships' stores	2	9	2	6
	2	12	2	26

Approximately 98 per cent. (573 tons) of the food condemned or surrendered was utilised for animal food or commercial purposes.

LABORATORY EXAMINATIONS.

Number of samples of food examined by:—

(a) Analyst	... ..	13
(b) Bacteriologist	... ..	53

The following samples were forwarded to the Public Analyst, Manchester, for chemical analysis:—

Nature of sample	Object of examination	Result
Israeli bottled cucumbers.	Preservatives.	Benzoic acid—350 p.p.m.
Italian canned tomato puree.	Metallic Content	Arsenic—less than 1 p.p.m., copper—less than 3 p.p.m.
Italian canned tomato paste.	ditto	Arsenic—less than 1 p.p.m., copper—less than 5 p.p.m.
Egyptian dehydrated onions.	ditto	Lead—less than 2 p.p.m., copper—less than 5 p.p.m.
Belgian silver dragees.	ditto	Lead—less than 1 p.p.m., copper—4 p.p.m., zinc—3 p.p.m., arsenic—less than 1 p.p.m.
Australian flour (6 samples)	Oil taint.	Cause unascertainable.
American dehydrated apple rings.	SO ₂ content.	SO ₂ —440 p.p.m.
Desiccated coconut (product of Ceylon).	Lead and tin content.	Lead—not more than 1 p.p.m., tin—less than 10 p.p.m. (p.p.m.—parts per million).

The under-mentioned samples were submitted to the Public Health Laboratory, Monsall Hospital, Manchester, for bacteriological examination:—

Nature of sample.	Result
Danish canned pure thick cream.	Both aerobic and anaerobic cultures remained sterile.
Portuguese canned oysters.	ditto
Dutch canned marinated mussels.	ditto
Irish canned sterilised dairy cream.	ditto
Irish canned cooked beef steak.	ditto
Dutch canned ox tongue.	ditto
Danish canned pork luncheon meat.	ditto
Chinese canned egg albumen (frozen), (40 samples).	No salmonellae isolated.
Chinese canned dried egg (6 samples).	A salmonella was isolated from one sample.

OBSERVATIONS OF THE FOOD INSPECTORS.

During the year the contamination of foodstuffs has caused much concern to your food inspectors. This contamination has been of two kinds: (i) by poisonous chemical substances during transit, (ii) by dirt and rodents in the sheds.

The contamination by poisonous chemicals arose on several occasions due to the stowing of chemicals alongside foodstuffs whilst in transit. Detection of this type of contamination, with the possibility of some affected foodstuffs escaping detection and the difficulties of subsequent disposal, presented a serious problem. It was felt that the only satisfactory way of preventing future contamination was to bring the matter to the attention of both the steamship and barge owners associations. A letter was subsequently sent by the Port Medical Officer of Health to the appropriate bodies in Manchester and Liverpool.

The possibilities for the contamination of foodstuffs by dust and dirt in the sheds is to a large degree inherent in the conditions which exist in any port, and can only be dealt with by the covering or expeditious removal of damaged and exposed foodstuffs from the dock area. The fulfilling of both these conditions is constantly being brought to the attention of importers by your food inspectors.

It is inevitable that there will be from time to time some damage to foodstuffs by rodents, and this damage can be reduced to a minimum by an efficient system of rodent control, involving trapping, poisoning, and the eradication of harbourage. There has been an obvious increase in the rodent population of the dock area, as evidenced by the considerable increase in the amount of foodstuffs that have been declared unfit for human consumption due to rodent contamination. The figures for seizures of foodstuffs contaminated by rodents over the past six years are given below:—

						Tons	cwts.	qrs.	lbs.
1950	...	...	...	...	...	1	0	3	
1951	...	...	...	...	...	2	0	5	
1952	...	...	...	...	...	2	1	0	
1953	...	...	...	...	...	2	0	5	
1954	...	...	...	...	...	11	0	15	
1955	...	...	...	...	...	1	11	1	3

These figures indicate a deteriorating situation which, in the general interest and particularly regarding food hygiene, indicate that additional repressive measures are desirable.

On three occasions during the year it was necessary to draw the attention of consignees and consignors to irregularities concerning official certificates. In one instance the certificates on a consignment of French canned meats differed slightly from the recognised type, and in two consignments of German canned hams, apparently uncertificated, the certificates were found to be inside the cases.

Two consignments of heat-damaged margarine necessitated extensive examination, and it was possible to salvage a proportion as fit for human consumption.

Several consignments of canned goods necessitated 100 per cent. examination on account of the presence of blown and burst tins.

A sample of Israeli pickled cucumbers was found to contain 100 parts per million of benzoic acid in excess of the amount permitted by the Public Health (Preservatives, &c. in Food) Regulations. The attention of the importers was drawn to this contravention.

A consignment of Chinese frozen egg albumen was subjected to a 10 per cent. bacteriological examination—all samples showed negative results.

Towards the end of the year *Salmonella aberdeen* was isolated from a 10 per cent. examination of a consignment of Chinese spray-dried whole egg powder and results of the subsequent 100 per cent. examination are pending.

Ships' stores have again been dealt with on occasions and at the request of the Ministry of Transport, also co-operation maintained with H.M. Customs concerning tea importations, and with the Ministry of Agriculture, Fisheries and Food (Infestation Division) regarding food imports subject to insect infestation.

Appreciation must be expressed of the continued co-operation afforded by Ministry Departments, H.M. Customs, the Manchester Ship Canal Company, shipping and other firms.

W. H. JENNINGS.

T. BORROWS.

Food Inspectors.